

(19) World Intellectual Property Organization
International Bureau



(43) International Publication Date
28 August 2003 (28.08.2003)

PCT

(10) International Publication Number
WO 03/071246 A1

(51) International Patent Classification: **G01L 1/26**,
G01G 19/40, B60R 21/00, B60N 2/00

(21) International Application Number: PCT/CA03/00242

(22) International Filing Date: 21 February 2003 (21.02.2003)

(25) Filing Language: English

(26) Publication Language: English

(30) Priority Data:
60/358,640 21 February 2002 (21.02.2002) US
60/417,562 10 October 2002 (10.10.2002) US

(71) Applicant: **INTELLIGENT MECHATRONIC SYSTEMS, INC.** [CA/CA]; 161 Roger Street, Waterloo, Ontario N2J 1B1 (CA).

(72) Inventors: **AXAKOV, Dmitri, L.**; 31 Oprington Drive, B3, Kitchener, Ontario, N2N 3G3 (CA). **NASSONOV,**

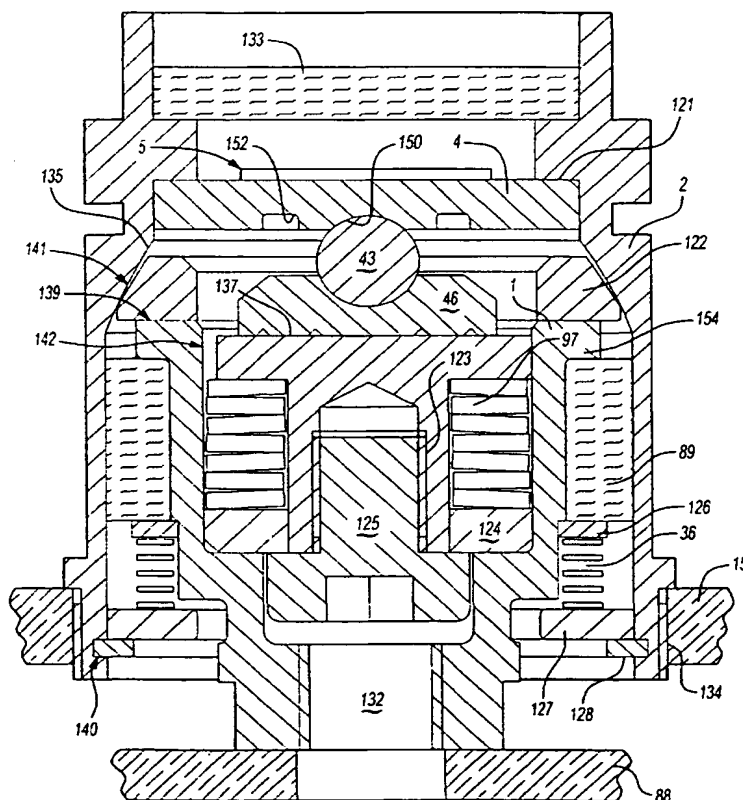
Alexander, M.; 283 Lancaster Street West, Apt. 2, Kitchener, Ontario, N2H 4V2 (CA). **BASIR, Otman, A.**; 31 Lennox Crescent, Kitchener, Ontario N2N 2H3 (CA). **KARRAY, Fakhreddine**; 298 Amberwood Drive, Waterloo, Ontario N2T 2G4 (CA). **KRIVTSOV, Sergey**; 99 westwood Dr. , Apt. 304, Kitchener, Ontario, N2M 2K7 (CA).

(74) Agents: **SMITH, Dallas, F.** et al.; Gowling Lafleur Henderson LLP, Suite 2600, 160 Elgin Street, Ottawa, Ontario K1P 1C3 (CA).

(81) Designated States (*national*): AE, AG, AL, AM, AT, AU, AZ, BA, BB, BG, BR, BY, BZ, CA, CH, CN, CO, CR, CU, CZ, DE, DK, DM, DZ, EC, EE, ES, FI, GB, GD, GE, GH, GM, HR, HU, ID, IL, IN, IS, JP, KE, KG, KP, KR, KZ, LC, LK, LR, LS, LT, LU, LV, MA, MD, MG, MK, MN, MW, MX, MZ, NO, NZ, OM, PH, PL, PT, RO, RU, SC, SD, SE, SG, SK, SL, TJ, TM, TN, TR, TT, TZ, UA, UG, UZ, VC, VN, YU, ZA, ZM, ZW.

[Continued on next page]

(54) Title: (PRELOADED) LOAD CELL FOR VEHICLE SEAT WITH LATERAL AND ANGULAR ALIGNMENT



(57) Abstract: A load cell is attached to seat parts (88, 15) (frame and pan) and includes a housing (2) and a mounting (1) acting upon a dish spring (4) with a strain gage (5). Lateral and angular decoupling is achieved with a ball bearing (43) and a slider (46). A sliding trap ring (122) provides a compliance to linear and angular misalignments and overload protection. A bushing (89) in form of a rubber sleeve with a Teflon coating is used between housing (2) and mounting (1). The bushing may also be steel ball bearings between two elastic rings. Springs (97) are precompressed by a preload bolt (125).

WO 03/071246 A1



(84) **Designated States (regional):** ARIPO patent (GH, GM, KE, LS, MW, MZ, SD, SL, SZ, TZ, UG, ZM, ZW), Eurasian patent (AM, AZ, BY, KG, KZ, MD, RU, TJ, TM), European patent (AT, BE, BG, CH, CY, CZ, DE, DK, EE, ES, FI, FR, GB, GR, HU, IE, IT, LU, MC, NL, PT, SE, SI, SK, TR), OAPI patent (BF, BJ, CF, CG, CI, CM, GA, GN, GQ, GW, ML, MR, NE, SN, TD, TG).

Published:

— with international search report

For two-letter codes and other abbreviations, refer to the "Guidance Notes on Codes and Abbreviations" appearing at the beginning of each regular issue of the PCT Gazette.

(preloaded) load cell for vehicle seat with lateral and angular alignment

This application claims priority to U.S. Provisional Applications Serial Nos. 60/417,562 filed October 10, 2002 and 60/358,640 filed February 21, 2002.

5

BACKGROUND OF THE INVENTION

The present inventions relates generally to a load cell and more particularly to a load cell for determining the weight and position of an occupant of a vehicle seat.

10 Generally, it is often desirable to determine the weight and position of an occupant of a seat in a vehicle passenger compartment. For example, based upon the weight of the occupant and the position of the occupant on the seat, an active safety restraint system may determine whether or not to deploy or may determine the amount of force with which to deploy. Applicant has determined that one way of
15 achieving this is by using a plurality of load cells mounted beneath the vehicle seat. However, to get an accurate determination of weight and position, lateral and angular forces on the vehicle seat should be decoupled from the measurement.

 One known type of load cell is disclosed in U.S. Patent No. 6,005,199. It includes a load shaft having a half-spherical surface at each axial end. The load
20 shaft is disposed between an upper pressure plate and a lower pressure plate. The half-spherical surfaces permit angular displacement between the upper pressure plate and the lower pressure plate. However, this design does not provide full lateral decoupling of the upper pressure plate. Further, this design is subject to interference from friction between interacting parts that contact each other in extreme positions.
25 The friction causes mechanical hysteresis when measuring that may result in error.

SUMMARY OF THE INVENTION

 The present invention integrates an arrangement of load cells for the purpose of determining an occupant's weight and position. A force sensitive unit has a rigid
30 mechanical connection with the upper structural part. The stud is installed rigidly on the bottom structural part. The stud has a head that is locked inside of the upper rigid element, holding the force sensitive unit. There is a gap all around the stem of

the stud. The shock absorbing bushing is placed in this gap so even if lateral shift or angular misalignment exists, and corresponding loads are applied, the stud has no sufficient friction; therefore allowing the inevitable and necessary microscopic axial movements.

5 Generally, the force sensitive units require a specific direction of force applied at a specific point. But the lateral forces applied to the load cell result in movement of the head of the stud, so it is not recommended to have a direct mechanical contact between the stud head and the force sensitive unit.

10 Several embodiments of the present invention are disclosed. The simplest solution shown in this specification is having of two sliding surfaces, one or both of them being rounded with a sufficient radius to increase the mated surface area. This arrangement is the least expensive and can be acceptable for some applications but it allows for possible misalignment of a location of applied force and also allows wearing of the mated surfaces.

15 Other embodiments disclosed herein have two joints each. The solution involving the use of a bellows with a rod-cantilever on its flange and with only a ball joint assumes that the relatively short bellows, filled with liquid, works as a ball joint.

20 The noticeable benefits of this solution, after a comparison with the prior solution, are as follows: translates 100% of the axial component of force to the force sensitive unit; protects delicate force sensitive unit from applied lateral force, torque, mutual angular and lateral movement without creating accuracy lessening friction between the elements that hold the structural parts of the seat together. The present invention also provides stable preliminary compression of the force sensitive
25 element and of eliminates the noise generated by vibration.

BRIEF DESCRIPTION OF THE DRAWINGS

30 Figures 1, 2, 3 show different variants of functional elements and arrangements of them: housing, force transferring mechanism, shock absorbing bushing and the device working for preliminary compression of the force sensitive unit.

Figures 4 – 6 show other variants of the elements transferring force to the force sensitive unit and their components.

Figures 7, 21 show samples of real design, created in accordance to major components of present invention.

5 Figure 8 shows a sample of a shock absorbing bushing that is pre-compressed by the same spring that creates pre-load of the force sensitive unit.

Figures 9a, b shows recommended approach for seat frame and seat pan modifications that returns traditional stiffness to the standard seat after seat pan is installed on proposed here load cells.

10 Figures 10, 11, 12, 13, 18 represent additional variants of force sensing elements, force transferring mechanism and their fragments.

Figure 14 shows variant of load cell, arranged for relatively quick installation of load cells in broad range of standard seats without serious redesign of them.

Figures 15, 16, 17, 19, 20, 22 show illustrations of how overload protectors
15 can be integrated in the load cell.

Figure 23 shows another embodiment of the load cell of the present invention.

Figure 24 shows a variation of the load cell of Figure 23.

Figures 1-24 are scale drawings.

20

DETAILED DESCRIPTION OF THE INVENTION

The load cell of the present invention generally includes coaxially oriented lower and upper rigid elements, mount 1 and upper housing 2, that can be attached to the corresponding bottom and upper structural parts of the seat and which
25 construct the contours of the whole load cell (Fig.1-3). It should be understood that words 'upper' and 'bottom' are used to simplify the description of the invention. The described load cell can be installed in any position.

The force sensitive unit is shown in several variants: in Fig. 1, 2, 3 the hydraulic kind of force sensitive unit 3 is made as a bellows 6 with upper flange 7,
30 bottom flange 8, pressure sensing device 9 on it and filled with a liquid 10. At least one from two flanges 7 and 8 has a boss 12 on its inner surface as high as it is

needed for minimizing of the volume of the liquid 10 with saving of warranted gap between flanges.

In Fig. 4- 7a, 8, 10-13 this force sensitive unit is shown as a disk spring 4, loaded in its central zone from bottom side. It has at least one tension-measuring device 5 attached to the any flat side 11 of the disk spring 4. Strain gages 5 can be bonded to surface of the disk spring 4 on any side or on both sides of it, to create optimal conditions for receiving of larger output signal.

Disk spring 4 can be made by stamping technology (Fig.7, 11) and can have a dome 85 in its center. A steel ball 43 can be placed inside the dome 85 (Fig. 7, 11). Instead of using a ball 43, the outer convex, spherical surface of the dome 85 can be used to mate to a concave, spherical surface of the slider 46 (Fig. 11), in which case a bigger area for installation of a tension-measuring device 5 is available.

Also the disk spring 4 can be made as a flat disk with calibrated thickness (Fig. 4-6, 8, 10, 13, 15, 17, 19-21). A central hole 80 in the flat disk spring 4 can be used to center a ball saddle 81 and the force, applied to the disk 4 (see Fig. 13).

A variant of the disk spring 4, shown in Fig. 10, has the simplest shape of the flat disk 4. In this arrangement the centering of applied force is provided by the special sort of a ball saddle 81, having also disk shape, centered by its outer diameter 82 in the body of a load cell. The ball saddle determines proper location of a ball 43 in recessed portion 91 of the saddle 81. Saddle 81 has a circular boss 92 for predictable and repeatable location of area of a force, applied to the spring 4.

The upper housing 2 can include mutually detachable housing 13 and mounting flange 14, which is able to be mechanically attached to the upper structural part 15 of the seat or be integrated in the structural part. In Fig. 1, 2, 3 such structural part of the seat appears as the peripheral zone on the bottom of the seat pan 15. The mounting flange can have a shape of a plate (Fig. 1). In Fig. 2, 3, 7a, 14 some special kind of the detachable mounting flange 14 is shown, it has cylindrical 30 and flat portions 31, this flange can be mechanically attached to the upper structural part 15 of the seat or integrated in the the structural part, for example in the seat pan of the bucket seat.

The housing 13 in variants, shown in Fig. 2-3, includes outer 53 and inner 26 coaxial cylindrical walls that are connected to the each other through a disk shaped

bottom wall 27 and oriented up; the inner cylindrical wall 26 has lesser height than the outer cylindrical wall 53.

The bottom mount 1 appears as a stud that includes a stem 16 and a head 17 located on the top of the stem 16.

5 The head 17 of the stud is placed inside of the upper rigid element 2 and the stem 16 is oriented coaxially in the hole 18 of the upper rigid element.

10 The bottom end of the mount 1 is made attachable to the bottom structural part of the seat with use of at least one axial blind threaded hole 19, drilled from the bottom end (Fig 6, 15). Also the mount 1 can have an outer threaded partition 20 on its bottom end with the diameter less than the cross dimension of the stem 16 and it can be fastened on the bottom structural part of the seat.

The mount 1 can be connected for example to the upper slider 88 of the seat track mechanism (Fig 9a, 15, 17, 19-21).

15 In any of the shown variants there is a gap between the surface of the stem 16 and the inner surface of an axial hole 18 in the upper rigid element 2. This gap must be partly or completely filled by installed there shock absorbing bushing that appears as the O-ring 21 (the Fig. 2), having standard proportions and installed in the circular groove 25 on the body of the stem 16 (Fig. 2).

20 For the second variant of the placement of the shock absorbing bushing 22 (Fig. 3), inner cylindrical wall 26 of the housing on its upper edge has directed inside circular shoulder 28 and the shock absorbing bushing 22 is placed between bottom surface 29 of this shoulder and trust surface 32 of the cylindrical portion 30 of the detachable mounting flange 14.

25 The third variant of the shock absorbing bushing 24 (Fig. 1) appears as a body of a rotation: cylinder 33 with a radial shoulder 23 on it, the bushing is installed on the stem 16 of the mount 1 and the radial shoulder 23 mates the bottom surface 35 of the stud head 17.

The fourth variant, shown In Fig.15, is just a cylinder, installed on the stem 16 of the stud.

30 The fifth variant is cylindrical in general bushing (Fig. 17, 19), filling the groove 90 on the stem 1; the bushing 89 overlaps mated to it inner surface of the hole 18 in the upper housing 2 or its detachable component.

The sixth variant is also cylindrical one but covers a side surface of the stem 16 of the stud, the bushing is located between bottom surface of the head 17 and upper surface 102 of flat portion 103 of overload stopper 104 (Fig.21).

5 The device creating preliminary force on any available kind of the force sensitive unit can differ. In the simplest case it can be the third variant of the shock absorbing bushing 24, shown in Fig.1; but the difference is that radial shoulder 23 of this bushing 24 must be compressed by mated with it surfaces in the axial direction.

For better accuracy the spring 36 can be used (Fig. 2, 3, 7a, 8-14) especially if it appears as the wave one (Fig. 7a, 14, 15, 17, 19- 21).

10 A separate shock absorbing disk washer 37 (Fig. 3) can be installed for extra noise reduction and for a creation of the primary load instead of the spring 36. To perform this function, it can be compressed during assembly of the load cell between bottom corresponding surface of the head 17 of the mount 1 and surface 52 in the upper housing 2. It does not matter for the functionality, if the last pointed surface
15 52 belongs to the detachable component 14 of the upper housing 2, or as shown In Fig. 14, 15.

Additional embodiments are described below.

In Fig. 7a the radial shoulder 23 of shock absorbing bushing 24 is locked in an annular space between flat shoulder 87 of the upper rigid element 2 and a ring-
20 bushing holder 83. Rubber bushing here is not pre-compressed, because the ring - bushing holder 83 is supported from bottom side by a circular shoulder 94, located inside of the upper rigid element.

In Fig. 8 one more variant of pre-compressed shock absorbing bushing 24 is shown: axial force, created by the spring 36, is transmitted through the bushing 24.
25 Such arrangement causes expansion of the bushing in horizontal direction and stops rubbing of cylindrical surfaces of a bushing on mated metallic surfaces and eliminates wear.

The mount 1 can have at least one flat 38 (Fig. 2) on the bottom end of the stem 16 or at least one radial hole 39 (Fig.1) to allow for the use of torque tools
30 during an assembly. The flats can work also as a retaining means during assembly, in the case if the mated part of a seat has oval shape mounting hole.

For the purpose of minimizing the axial dimension of the load cell, if there is not enough space for the flat 38, the head 17 of the mount 1 can have at least one axial notch 38A on the periphery of the head 17 and aligned to at least one opening 45 in the body of the upper rigid element (Figs. 2, 3.). It can be helpful during
5 assembly if minor defects on the inner or outer thread on the mount 1 exist and the friction created by chosen compressing element is not enough to secure the mount 1 from a twist during assembly.

Several variants of a force-transferring scheme are offered to choose from:

In Figs. 1, 14: a rigid rod cantilever 40 is made on the bottom flange of the
10 hydraulic kind of the force sensitive unit 3, the rod cantilever 40 is pointed in the direction of the mount 1; the bottom end 42 of the rod-cantilever is prepared to work as a component of a ball joint located in the recessed portion of the mount 1: the end 42 has either spherical trust surface (not shown) or recessed portion for mating with a ball 43. In Figs. 2, 3 the joints are done as a rod 41 with spherical ends, the rod is
15 installed by its ends in the recessed portions on opposing surfaces of the mount 1 and the force sensitive unit, for example, the disk spring 4. The rod 41 similarly to just describe the rod-cantilever 40 can be done as the complex one, with a core 44 and two balls 43 on both ends of it (Fig.6).

In Fig. 4 the mount 1 mates with the force-sensing unit, for example with the
20 disk spring 4 by its rounded upper surface 48. The housing 13 has a circular inner shoulder 49 on the inner surface of the outer cylindrical wall 53, any kind of force sensitive unit is installed coaxially inside of the housing and locked between the circular shoulder 49 and retaining ring 50, installed near free edge 51 of this outer cylindrical wall.

25 The floating tablet 46 with installed ball 43 on it can be used too (Fig.5, 8,10, 12,13, 17, 18). It is able to slide on the flat surface 47 of the mount 1.

A layer of material with a low friction coefficient 114 can be placed in sliding pair. Either of mated surfaces can have a labyrinth seal 115 on the periphery of it to stop losses of a low-friction material when it is partly deteriorated. It can
30 lengthen a life of the device.

Another force transferring mechanism is shown in Fig. 12.

Instead of a sliding pair, as described above, here the rolling ball floating thrust support is made. At least three steel balls 116 are placed between hardened flat surfaces of the stud and the floating element 117. A separator 118, made of elastomeric material, corrects a primary position of balls 116 in moments when the load cell is unloaded. Lateral minor movements of loaded seat causes safe oscillation of the balls, without creation of noticeable friction. Axial component of the force is applied to the force sensitive unit and is adequate one to its real physical value.

Very close to previous is another variant, shown in Fig.13. Here just one steel ball 118 is used, it rotates in the saddle 119, made from anti-friction material, for example, brass. By its bottom point the ball rolls on flat surface 120 on the top of the mount 1. Obviously the surface 120 must be hardened as one in ball bearings.

The bottom surface 35 of the stud head can have the circular shoulder that helps centering of the spring 36.

Means of overload protection are shown in Fig. 15-17, 19, 20.

The idea is having of compressible member, filled with of spring washers (Bellevic, Belleville washers). Being collected in a battery and pre-compressed on the stage of a subassembly, they work as a solid body until axial compressing force grows beyond upper limit of a measuring range for a chosen force sensitive unit. With further increase of applied axial force, spring subassembly shrinks in the axial direction. The distance between structural parts of the seat decreases until the gap between them turns zero. It is a good idea to have a special part or a fragment of any part, having mechanical connection with any structural part, which is distanced from another (incoming) structural part on the distance of 75% of the possible shrinkability of the compressible member. This distance 'A' is shown in Fig. 15-17, 19, 20.

In Fig. 15 a sample of possible design of similar overload-protected concept is shown. Spring washers 97 are collected in a battery inside of the cup-shaped body 98. Pusher 99 is centered by inner diameter of washers. Free edge of the cup-shaped body 98 is bent inside of a body and holds spring washers 97 in compressed condition. It is recommended that last washer 100, inserted in the body 98, was quite rigid. Pusher 99 has a circular shoulder 101 on its bottom (on the picture) end.

The shoulder 101 transmits applied axial force to spring washers. As soon the value of the force is getting more than a force, "storing" inside of the compressible member, the pusher 99 starts submerging inside of the cup-shaped body 98. Such movement shrinks the gap 'A' until it closes. Further increase of applied
5 compressing force does not increase load on the force sensitive element (in present case it is the disk spring 4) because the force is transmitted from one structural part of the seat to another directly.

Close variant of the compressible member is shown in Fig. 16. The difference from shown previous variant is that set of the spring washers 97 is
10 compressed on the pusher 99 between shoulders on both ends of it. In this case the body 98 of the compressible member pushes on the last washer 100 and can compress spring washers.

Compressible elements can be placed also over the force sensitive unit. In Fig. 22 such arrangement is shown on the sample of the load cell, having disk spring
15 4 as a force sensitive unit. A set of spring washers is compressed between inner circular shoulder 106 on the top end of the cylindrical detachable housing 95 and the disk spring 4. Protective cover 96 can be placed between the shoulder 96 and the upper spring washer 97. On the opposite side of a set of spring washers 97, the ring 107 with relatively sharp edge 108 creates stable support zone for the disk spring 4.
20 This is done for better accuracy of the device.

The set of washer springs 97 from previous example (Fig. 22) can be pre-compressed during installation of the detachable housing 95 on mounting flange 14. For this purpose a distancing cylinder 109, mated to inner surface of the detachable housing 95, supports the disk spring from the bottom. During installation of the
25 detachable housing 95, spring washers 97 are compressed by a force, transmitted through the cylinder 109 and the ring 107. It is recommended that the ring 107 had also relatively sharp edge 110, mated to the body of the spring 4 and diameters of the two edges, squeezing the outer edge of the spring 4, were equal. If a threaded connection is used for connecting of the detachable housing 95, it is good idea to fix
30 the disk spring 4 against turning of it in the detachable housing 95. For this purpose a bunch of means can be used, for example, the spring disk 4 can have a radial tooth 111 on its outer edge. The tooth can be placed in the axial groove, or hole 112, or

notch on the body of the detachable housing 95. The same tooth 111 can be used for a placement of the communication cable 113 for safe crossing of the body of the load cell.

5 The just-described variant does not require the use of a retaining ring and simplifies a shape of three parts to the simplest tubular shape and some technological operation with their edges.

Excepting axial force, lateral force can be applied to the load cell. It loads the shock absorbing bushing by compressing of one side of it in the radial direction. Load-ability of the bushing in the lateral direction depends on properties of the elastomeric material of the bushing and the geometrical shape of the bushing. If the applied lateral force is sufficient to puncture or wear out the bushing, the load cell continues working but the measurement error can be as high as the amount of the lateral force, multiplied on the friction coefficient between touching pair of materials of the stud and mated portion of the upper rigid element (housing). This situation is preferably diagnosed by the software because the output signal will have a tendency to "freeze" and change its value by sudden steps.

10 Variants of an arrangement, shown In Fig. 19-21, can give definite benefits for assembly procedure. The benefits are caused by the detachability of the precision portion: force sensitive element and its surrounding parts can be installed on the last stage of assembly, just before installation of a set cover. The common feature of these arrangements is a detachable variant of the housing 95 that holds inside of it the force sensitive unit – spring disk 4, optional electronic devices and protective cover 96 over the delicate parts. The housing 95 has a generally cylindrical shape, and the bottom end of it has an inner thread for connection with the mounting flange 14. The mount 1 on its head has means for holding it during fastening, for example, notches 38A.

25 Within this variant of an arrangement, described below sequence of an assembly is recommended:

First step: the mounts 1, having force absorbing bushings on them, are installed by theirs heads in the assembly jig accordingly to their future mutual disposition in the seat pan and fixed there.

30 Second step: seat pan 15, having mounting flange on it, is worn on all studs.

Third step: upper slider 88 of the seat track mechanism is fastened to the bottom end of the stem 16 of the mount 1, and all accompanying parts, that are usually squeezed between seat pan and the upper slider, are squeezed now between the upper slider 88 and the stem 16. These parts can be a mount- seat back ratchet
5 mechanism holder, various reinforcing plates and bars.

Fourth step: the seat pan 15 with fastened to it portion of seat frame is ready for removing from the assembly jig and for further assembly.

Invented load cell for multiple placements between mating couples of structural parts of a seat for determination of the seat occupant's weight and position
10 works by the way described below.

For easy explanations let us assume that the upper structural part of the seat is not deflectable.

The bottom structural part can make some minor movements and slight changes in its angular orientation in all coordinate planes when variable load is
15 applied.

The shock absorbing bushing handles lateral forces and deflects but leaves freedom for minor vertical movements within the elasticity of the bushing.

The force transferring system that consists of the joints transmits the axial component of the applied force to the chosen point or predictable area of the force
20 sensitive unit. The relatively wide head of the stud is locked inside of the upper rigid element and keeps the structural parts of the seat together. Preloaded spring or primarily compressed shock-absorbing material helps to have relatively stable reference point for calibrating the measuring system and for the elimination of noise caused by vibration. The force sensitive unit sends an output signal to the software,
25 which analyses the information from the variety of sensors for adequate decision making.

In the case if the force sensitive unit is done as a hydraulic chamber equipped with a pressure sensor.

Another embodiment of the load cell of the present invention is shown in
30 Figure 23. The load cell includes a mount 1 for attachment to the lower structural seat part 88 via a threaded hole 132 and a housing 2 for attachment to the upper structural seat part 15 via a threaded connection 134. An electronic circuit 133 for

processing signals from the strain gage 5 is mounted above a flange 121 in the housing 2. The strain gage 5 is secured to the upper surface of the disk spring 4. The outer periphery of the upper surface of the disk spring 4 contacts the flange 121 of the housing 2. The lower surface of the disk spring 4 includes a spherical recess 150. The recess 150 is encircled by an annular recess 152. The recess 150 receives a ball bearing 43, which also engages a recess on slider 46. The slider 46 is slidably supported on a thrust surface 137 of piston 123. The sliding surface of slider 46 includes grooves filled with a lifetime lubricant. The piston 123 is slidably mounted within mount 1.

Wave or Belleville springs 97 are precompressed and urge the piston 123 upwardly relative to support ring 124 and mount 1. The Belleville springs 97 preload the sensor by exerting a force on slider 46, ball bearing 43 and disk spring 4. Preload bolt 125 is received within piston 123 and within a recess in mount 1. Preload bolt 125 limits the travel of piston 123 from the Belleville springs 97 when it engages the support ring 124.

Spaced below the flange 121 of the housing 2, the housing includes an inner, annular, conical, concave surface 135 engaging a complementary surface on trap ring 122. The trap ring 122 is slidably supported on an upper surface 139 of the mount 1. The trap ring 122 provides overload protection to the sensor while still permitting relative lateral movement between the lower 1 and upper 2 elements. The trap ring 122 is a floating member coming into contact with the housing 2 equally well at both angular and linear misalignments when overload protection actuates. The trap ring 122 slides on the top surface 139 of the mount to provide a lateral compliance to linear misalignments. Spherical surface of the trap ring 122 provides a sphere-to-sphere contact with the housing 2 for angular misalignment.

Bushing 89 is mounted between mount 1 and housing 2 below an outer flange 154 of mount 1. The bushing 89 is supported by top washer 126 biased by spring 36 which is supported by support washer 127. A snap ring 228 secured within an annular groove 140 on housing 2 retains the support washer 127. The bushing 89 may be designed as a rubber sleeve 89 with the outside surface 138 coated with Teflon. Teflon coating ensures low-friction axial sliding ability of the housing 2 in both positive and negative overload mode. This is important in order to

remove a residual frictional hysteresis, which may negatively affect the performance of the sensor after overload protection actuation. In the operating range, the movement of the housing 2 corresponds to the deflection of the sensing disk 4, which is very minor and can be compensated by elasticity of the rubber. No
5 physical sliding between the bushing 89 and its neighboring parts occurs in operating range.

In operation, when zero load is applied, the sensing disk 4 measures only the preload from spring 97. This preload is defined and calibrated as zero load. When a force is applied to the seat structural part 15, the sensor obtains this force between
10 housing 2 and mount 1. The housing 2 transmits the force to the sensing disk 4 changing the output of strain-gauge 5.

The sensor is designed in such a way that it is able to operate under lateral and/or angular misalignments of seat structural parts 15, 88. When a combination of lateral force and angular misalignment between the housing 2 and the mount 1
15 occurs, the sensor complies with them leaving the sensing disk 4 exposed to the vertical load only. The compliance is ensured by two degree of freedom decoupling between the sensing disk 4 and the thrust surface 137 of the piston 123. In addition, the housing 2 has its own compliance due to the bushing 89 design and spring linkage between the housing 2 and the mount 1 (negative output wave spring 36).

20 The operating range of the sensor depends on preset of the overload protection subassembly (piston 123, support ring 124, preload bolt 125 and spring 97) and the amount of precompression of the spring 97. When the applied force exceeds the amount of preload of the overload spring assembly, it starts to compress and the housing 2, sensing disk 4, ball bearing 43 and slider 46 move downward. If
25 the applied force keeps increasing to exceed a predetermined level, the trap ring 122 abuts the surface 135 of the housing 2 and all further excessive force bypasses the sensing disk 4 and is transmitted directly from the housing 2 through trap ring 122 to the mount 1. The corresponding force at which this occurs is to be considered as the maximum possible load to the sensing element 4. Practically it means that the
30 applied force is split into two components: measurement and bypass. Measurement force is transmitted via housing 2, sensing disk 4, ball bearing 43, slider 46, piston 123, Belleville springs 97, support ring 124 and mount 1 to seat structural part 88.

Bypass force is transmitted via housing 2, trap ring 122 and mount 1 to lower structural seat part 88.

5 A second approach to the bushing design is shown in Figure 24, which is otherwise similar to the embodiment of Figure 23. There is a row of steel ball bearings 130 in between two elastic rings 131. A small initial radial clearance of the balls 130 in the annular space between the housing 2 and the mount 1 provides the necessary angular compliance of the housing.

10 In overload mode either negative or positive one, the housing 2 performs a noticeable linear movement. The steel balls 130 inside the annular slot comply with the movement providing a very low-friction interface between moving parts when the housing 2 rolls along the mount 1. There is no residual frictional hysteresis and no output signal offset when an overload mode has occurred. Apparently, the ball bearings 130 perform a very limited bidirectional rolling movement. Two elastic rings 131 above and below the ball bearings 130 hold them in the proper initial position to roll up or down if it is necessary.

20 While embodiments of the invention have been illustrated and described, it is not intended that these embodiments illustrate and describe all possible forms of the invention. Rather, the words used in the specification are words of description rather than limitation, and it is understood that various changes may be made without departing from the spirit and scope of the invention.

CLAIMS

1. A load cell comprising:
A first element;
5 A second element;
A coupling between the first and second elements, the coupling including a convex surface slidable relative to at least one of the first and second elements in a first direction perpendicular to a first axis; and
A sensor measuring force between the first element and second
10 element along the first axis.
2. The load cell of claim 1 wherein the convex surface is slidable in a plane relative to the at least one of the first and second elements, the plane perpendicular to the first axis.
15
3. The load cell of claim 1 further including a ball bearing having the convex surface.
4. The load cell of claim 3 further including a slider having a recess
20 engaging the convex surface, the slider slidable relative to the first element.
5. The load cell of claim 4 wherein the first element is a mount, and wherein the mount further includes a piston positioned therein for movement generally along the first axis, the slider being in slidable contact with a surface of the
25 piston.
6. The load cell of claim 5 wherein the piston is biased toward the second element, thereby placing a preload on the sensor.
- 30 7. The load cell of claim 6 further including a spring biasing the piston away from the first element.

8. The load cell of claim 7 further including a disk to which the sensor is mounted, the disk including a recess engaging the ball bearing.

9. The load cell of claim 8 wherein the sensor is a strain gage and wherein the disk includes an annular groove around the recess.

10. The load cell of claim 9 further including a trap ring slidable in the first direction relative to the first and second elements, the trap ring limiting the travel of the first element toward the second element.

11. The load cell of claim 10 wherein the trap ring includes an outer convex surface engaging a complementary concave inner surface of one of the first and second elements.

12. The load cell of claim 1 wherein one of the first and second elements at least partially surrounds the other of the first and second elements, and further including a bushing in an annular space between the first and second elements.

13. The load cell of claim 12 wherein the bushing is elastic and provides linear low-friction movement between the first and second elements and provides for angular misalignments between the first and second elements.

14. The load cell of claim 12 wherein the bushing includes a plurality of ball bearings.

15. The load cell of claim 1 further including a trap ring slidable in the first direction relative to the first and second elements, the trap ring limiting the travel of the first element toward the second element along the first axis.

16. The load cell of claim 15 wherein the trap ring includes an outer convex surface engaging a complementary concave inner surface of one of the first and second elements.

17. The load cell of claim 16 further including a surface spaced from first element to limit movement of the second element away from the first element along the first axis.

5 18. A plurality of the load cells as claimed in claim 1, with the first elements mounted to one of a first seat structure or a second seat structure and the second elements mounted to the other of the first and second seat structures.

10 19. A load cell comprising:
A first element;
A second element;
A coupling between the first and second elements, the coupling providing angular decoupling of the first and second elements and decoupling of the first and second elements in a lateral direction perpendicular to a first axis; and
15 A sensor measuring force between the first element and second element along the first axis.

20 20. The load cell of claim 19 wherein relative movement between the first and second elements along the first axis is limited.

21. The load cell of claim 20 further including a trap ring slidable in the first direction relative to the first and second elements, the trap ring limiting the travel of the first element toward the second element along the first axis.

25 22. The load cell of claim 21 wherein the trap ring includes an outer convex surface engaging a complementary concave inner surface of one of the first and second elements.

23. A load cell comprising:
A first element;
A second element;
A sensor measuring force between the first element and second
5 element along the first axis; and
A trap element slidable in a first direction perpendicular to the first
axis relative to at least one of the first and second elements, the trap element limiting
the travel of the first element toward the second element along the first axis.
- 10 24. The load cell of claim 23 wherein the trap element is slidable relative
to the first and second elements in the first direction.
25. The load cell of claim 23 wherein the trap element is slidable relative
to at least one of the first and second elements in at least two degrees of freedom a
15 first plane perpendicular to the first axis.
26. The load cell of claim 25 wherein the trap element is slidable relative
to the first and second elements in at least two degrees of freedom in the first plane.
- 20 27. The load cell of claim 23 wherein the trap element comprises a trap
ring including an outer convex surface engaging a complementary concave inner
surface of one of the first and second elements, the trap ring limiting relative
movement of the first and second elements toward one another.
- 25 28. The load cell of claim 27 further including a surface spaced from first
element to limit relative movement of the second element away from the first
element along the first axis.

29. A load cell comprising:
A first element;
A second element;
A sensor measuring force between the first element and second
5 element along the first axis; the first and second elements being biased toward one
another to create a preload on the sensor.

30. The load cell of claim 29 wherein the first element is a mount, and
wherein the mount further includes a piston positioned therein for movement
10 generally along the first axis, the slider being in slidable contact with a surface of the
piston.

31. The load cell of claim 20 wherein the piston is biased toward the
second element, thereby placing the preload on the sensor.

15 32. The load cell of claim 31 further including a spring biasing the piston
away from the first element.

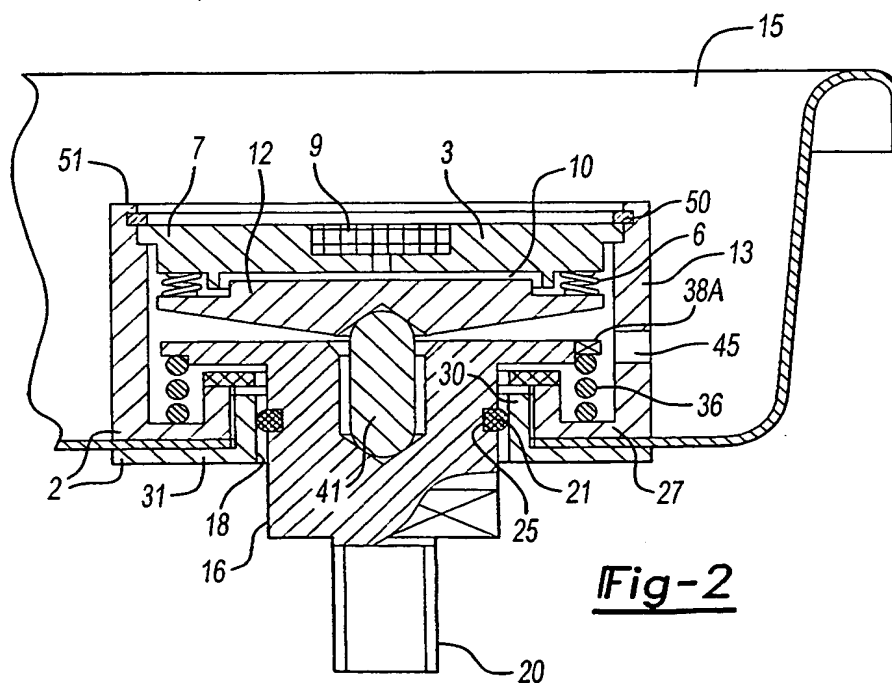
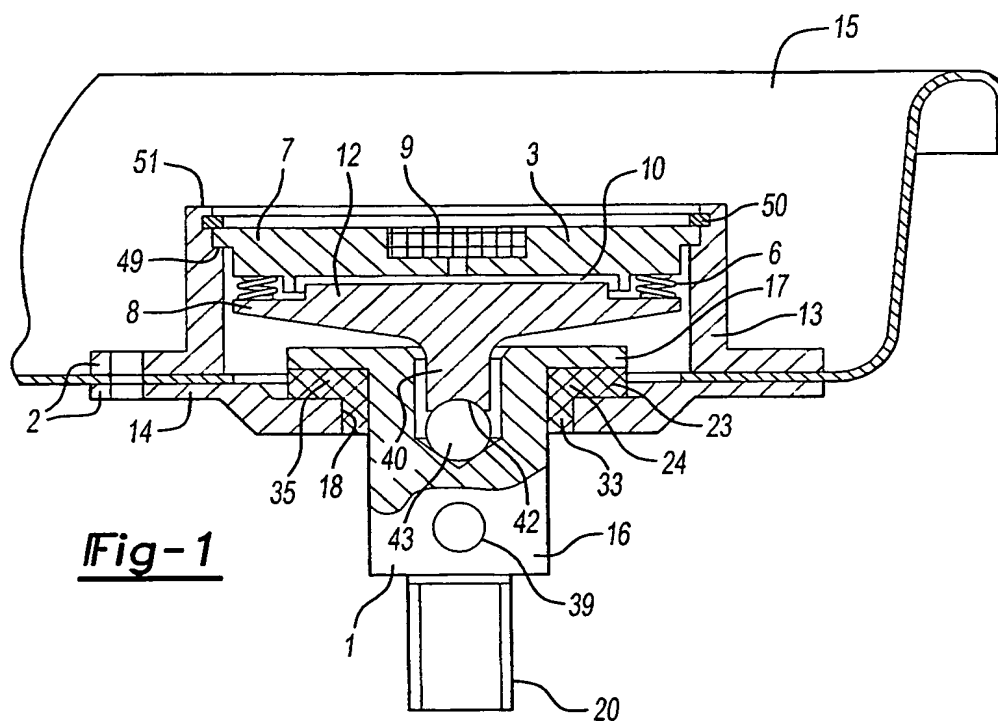
33. A load cell comprising:
20 A first element;
A second element wherein one of the first and second elements at
least partially surrounds the other of the first and second elements;
A sensor measuring force between the first element and second
element along the first axis; and
25 A bushing disposed in an annular space between the first and second
elements.

34. The load cell of claim 33 wherein the bushing is elastic and provides
linear low-friction movement between the first and second elements and
30 accommodates angular misalignments between the first and second elements.

35. The load cell of claim 33 wherein the bushing includes a plurality of ball bearings.

36. The load cell of claim 35 further including a pair of o-rings, the
5 plurality of ball bearings disposed between the pair of o-rings.

1/17



2/17

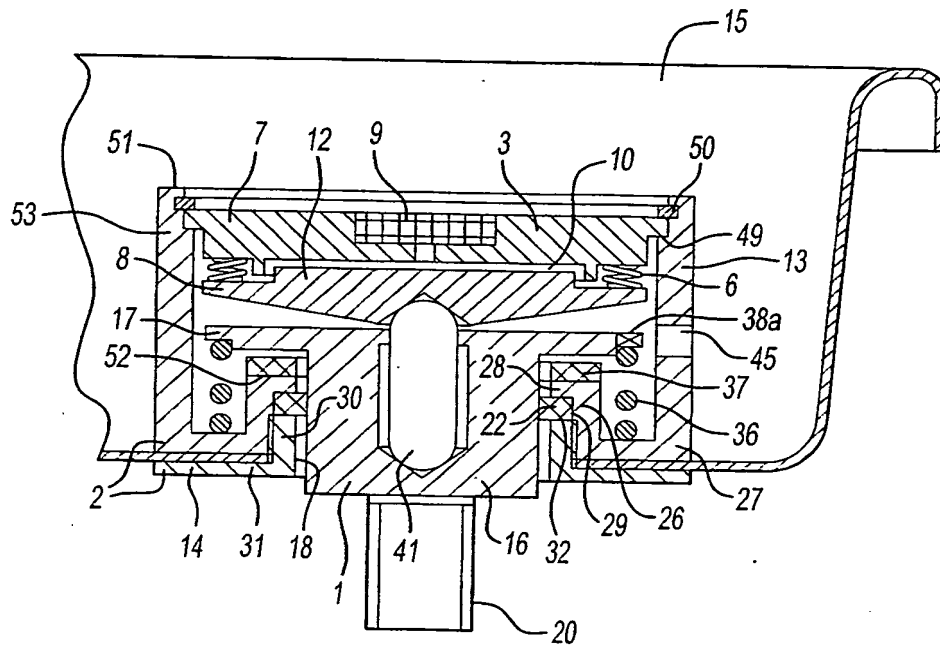
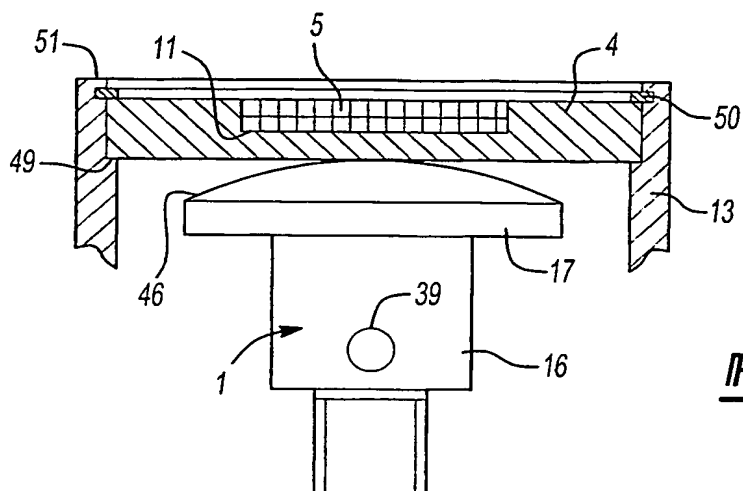
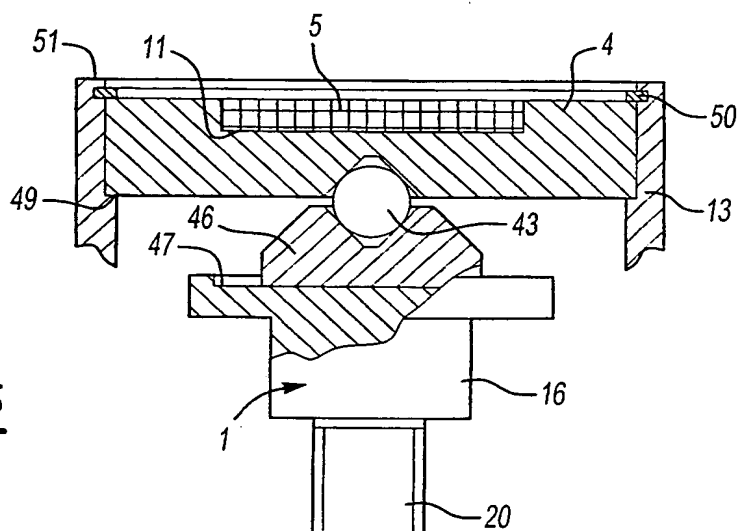
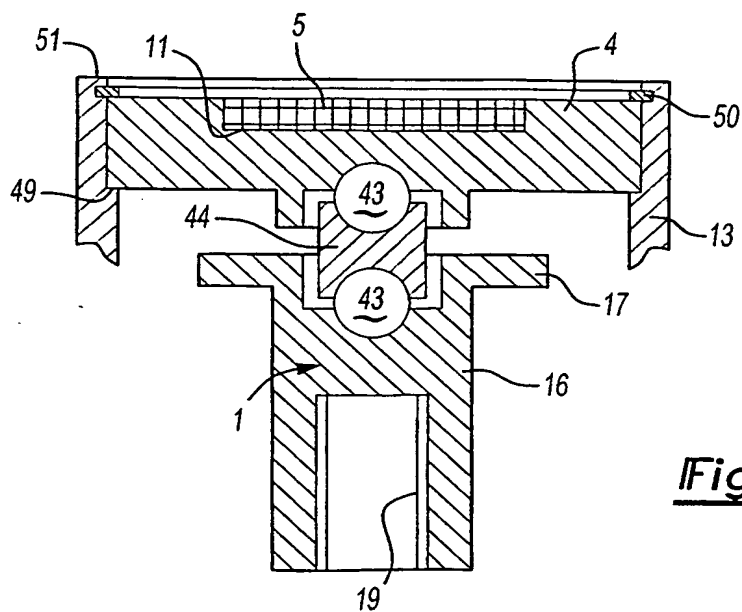


Fig-3

3/17

Fig-4Fig-5Fig-6

4/17

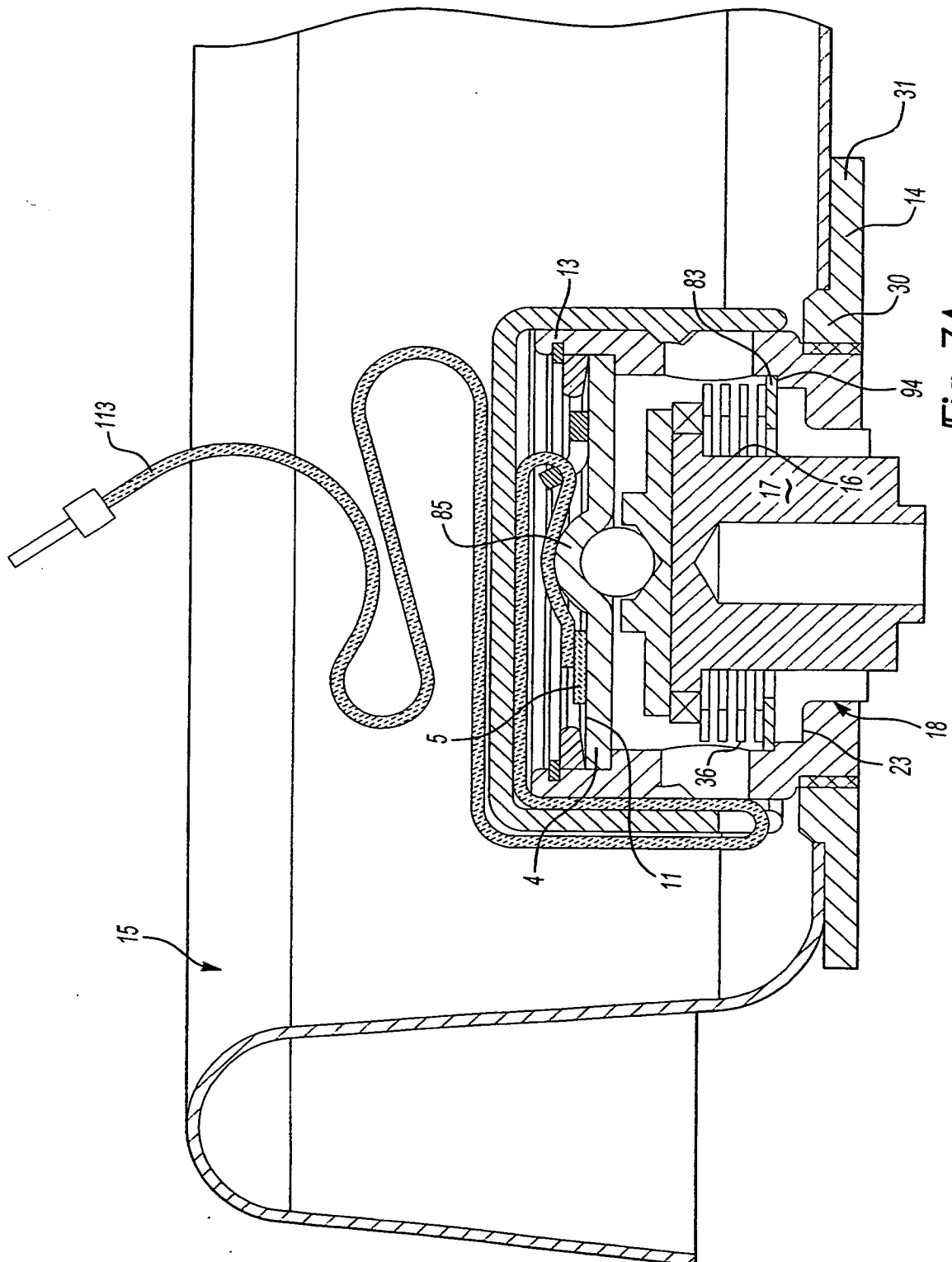


Fig-7A

5/17

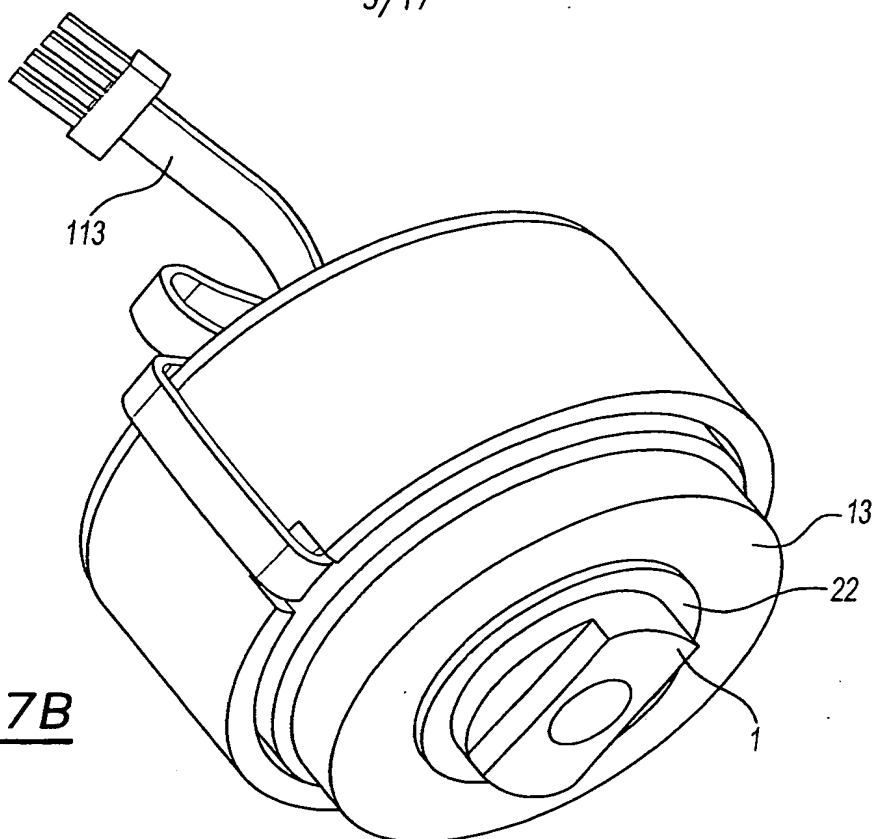


Fig-7B

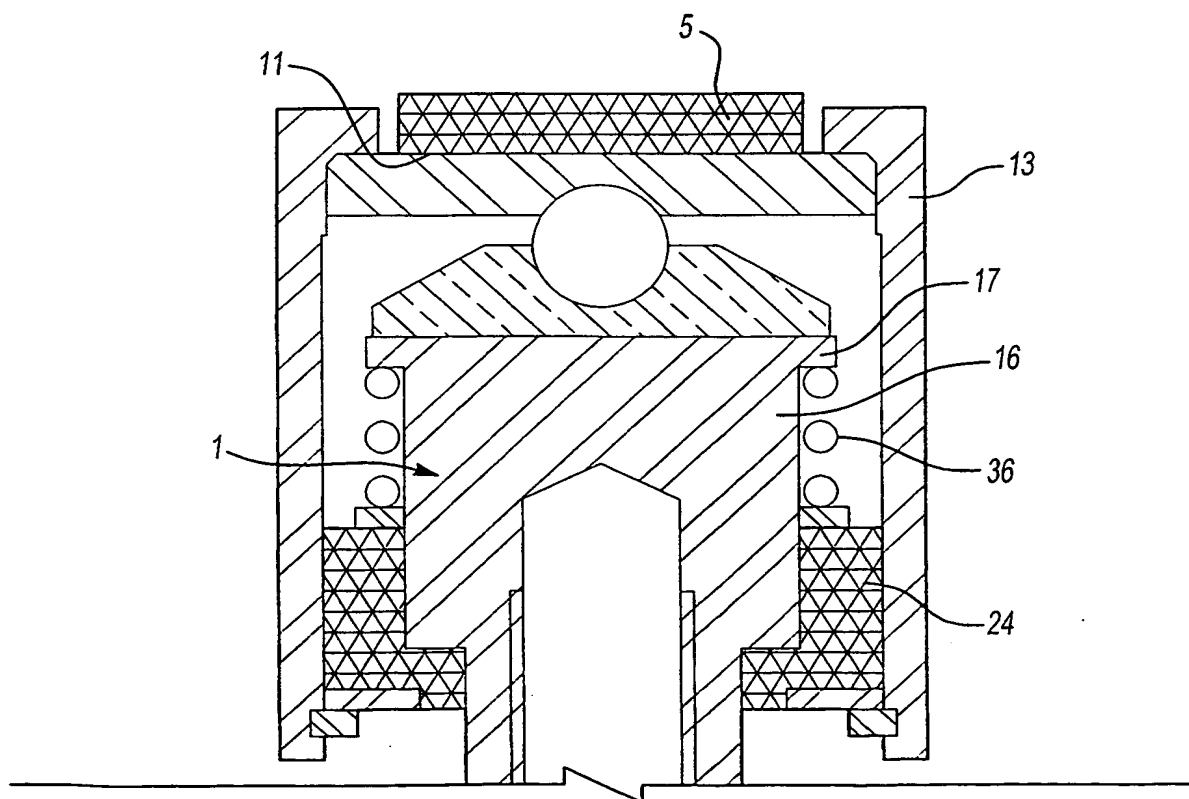
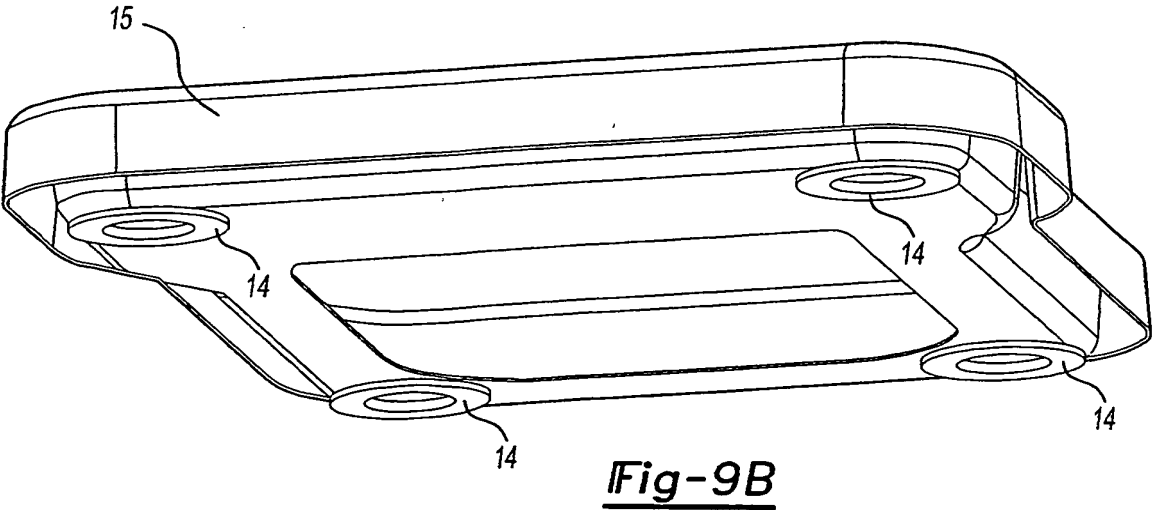
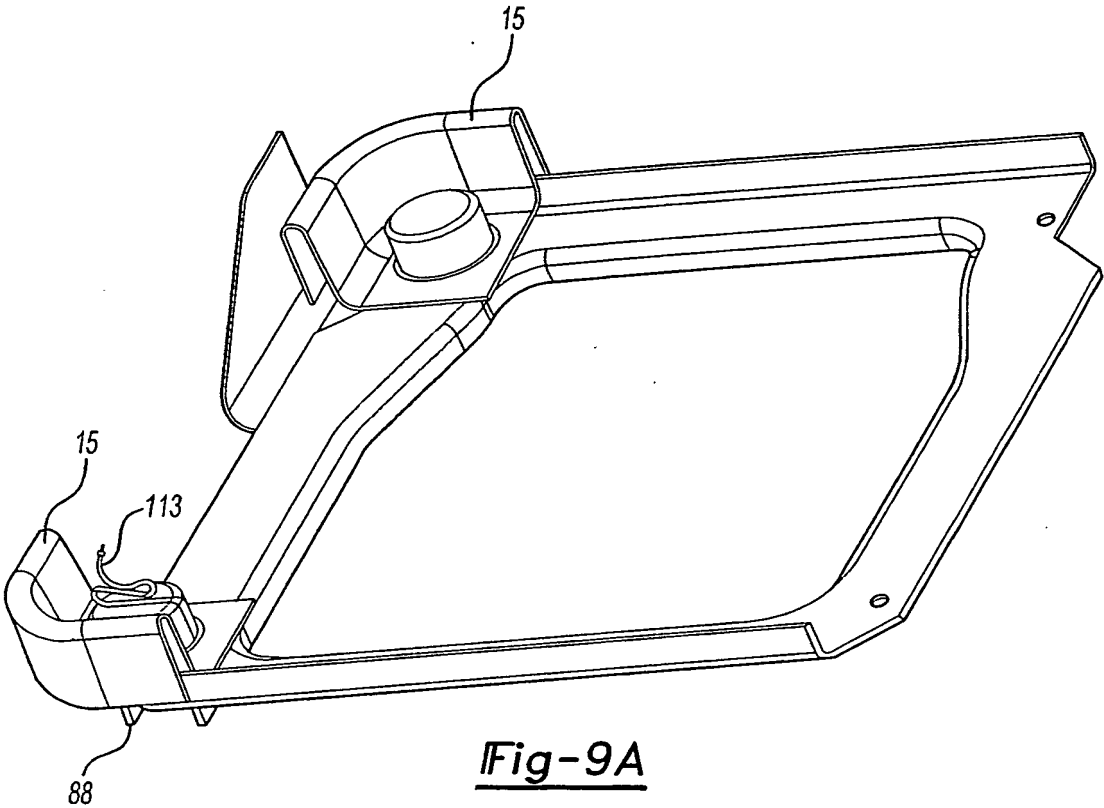
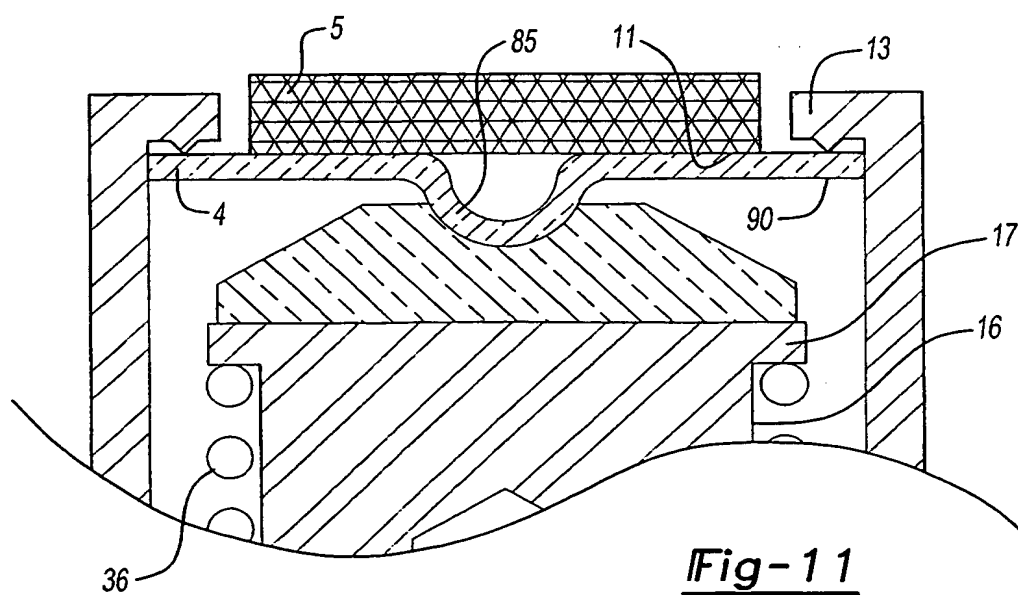
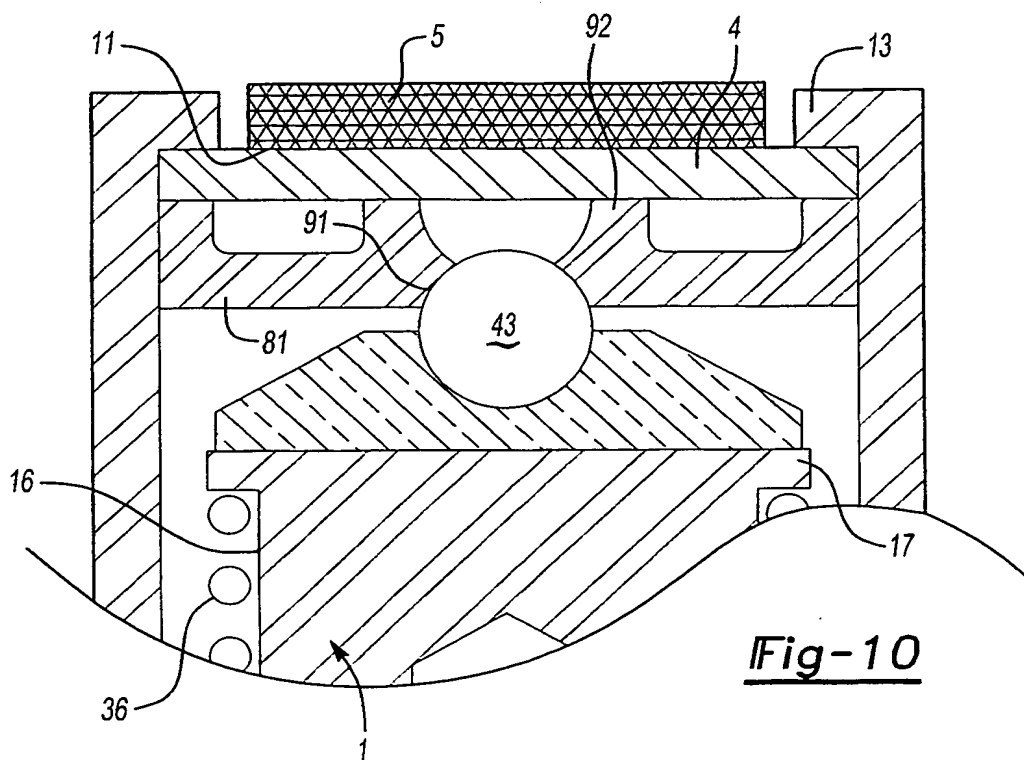


Fig-8

6/17



7/16



8/17

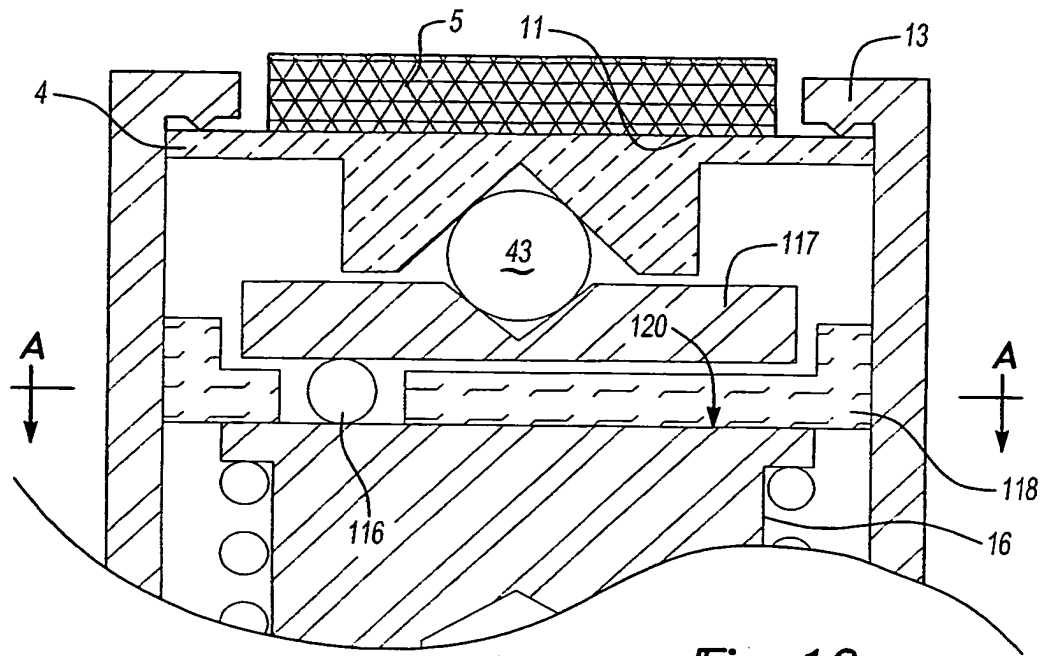


Fig-12

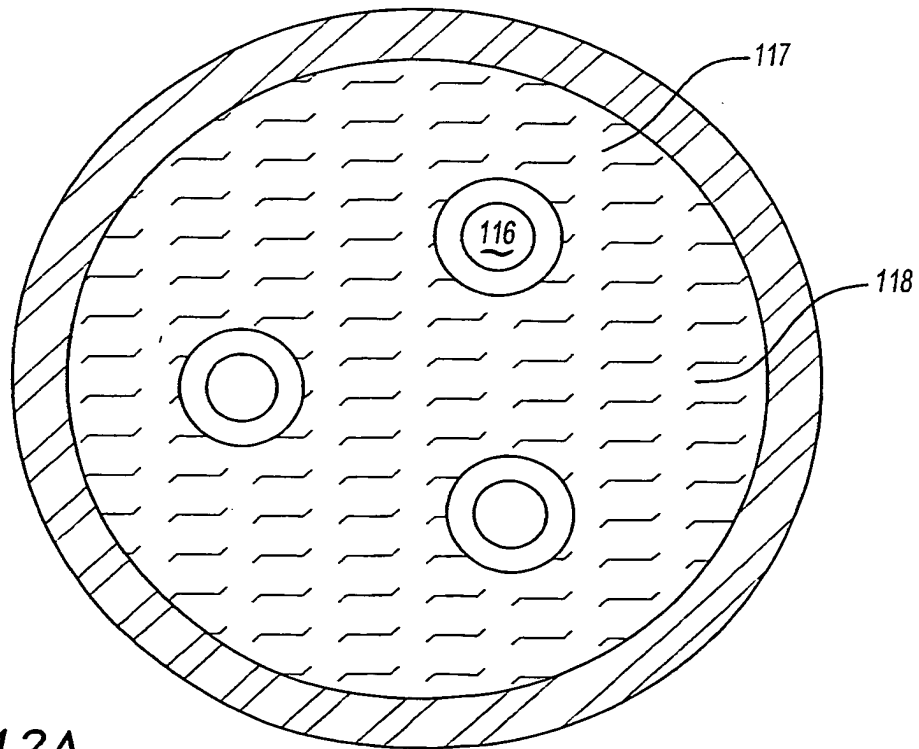


Fig-12A

9/17

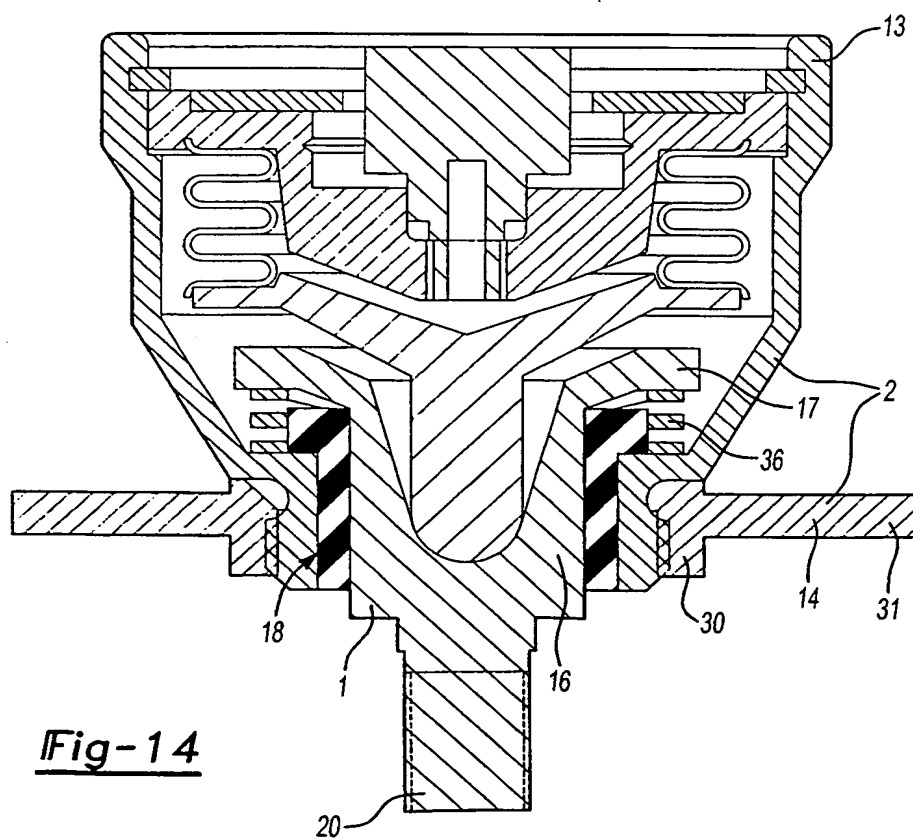
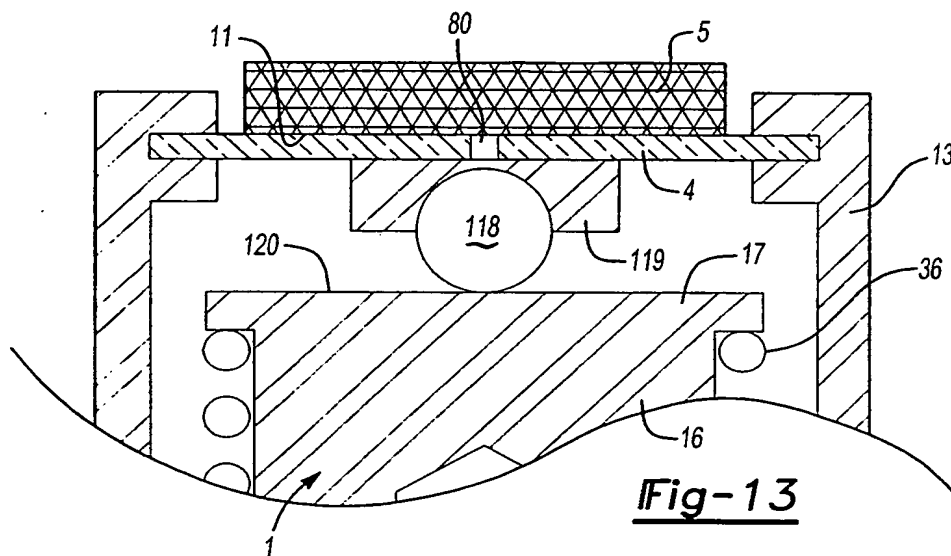


Fig-15

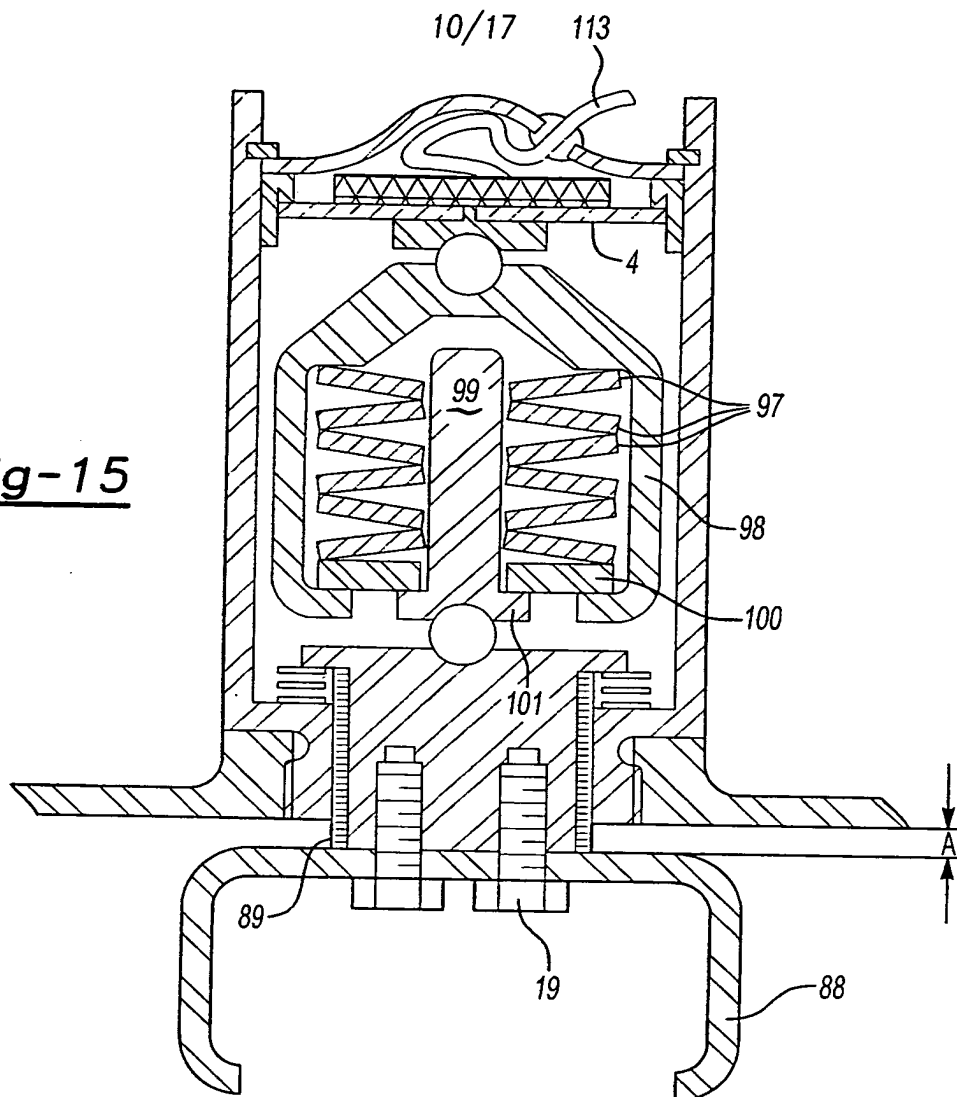
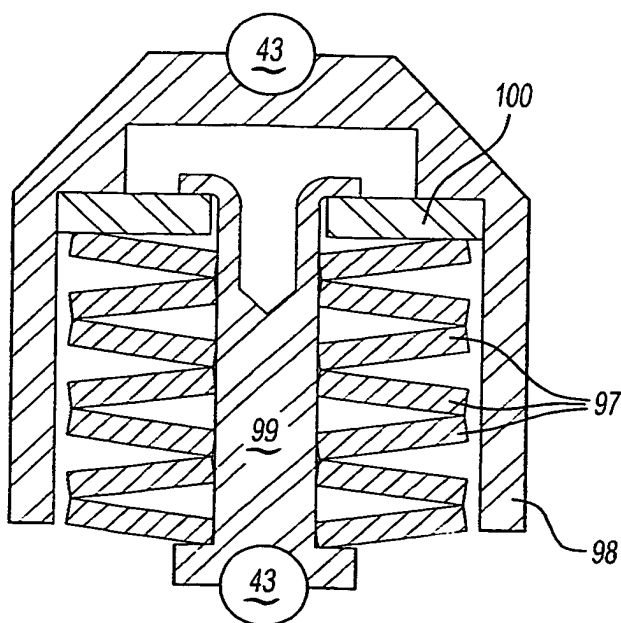
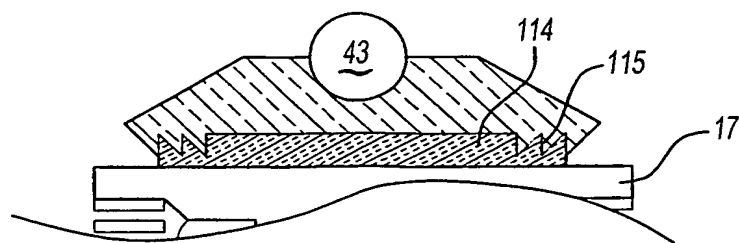
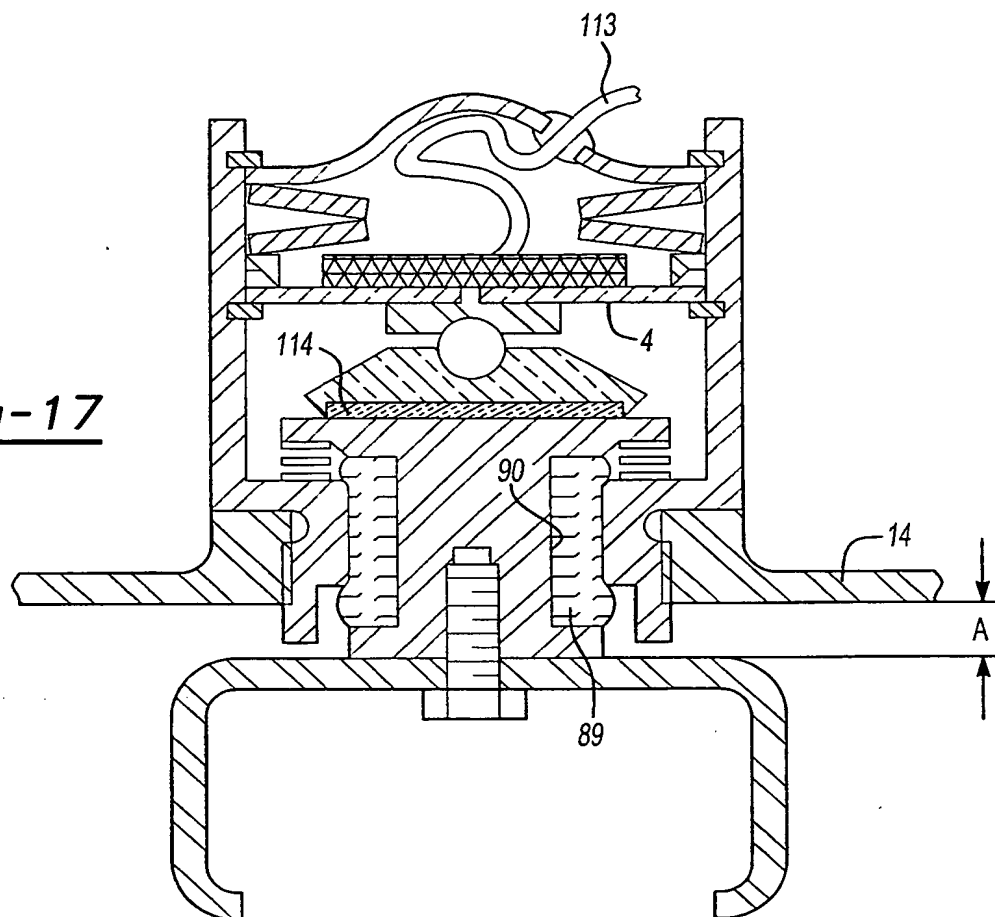


Fig-16



11/17

Fig-17Fig-18

12/17

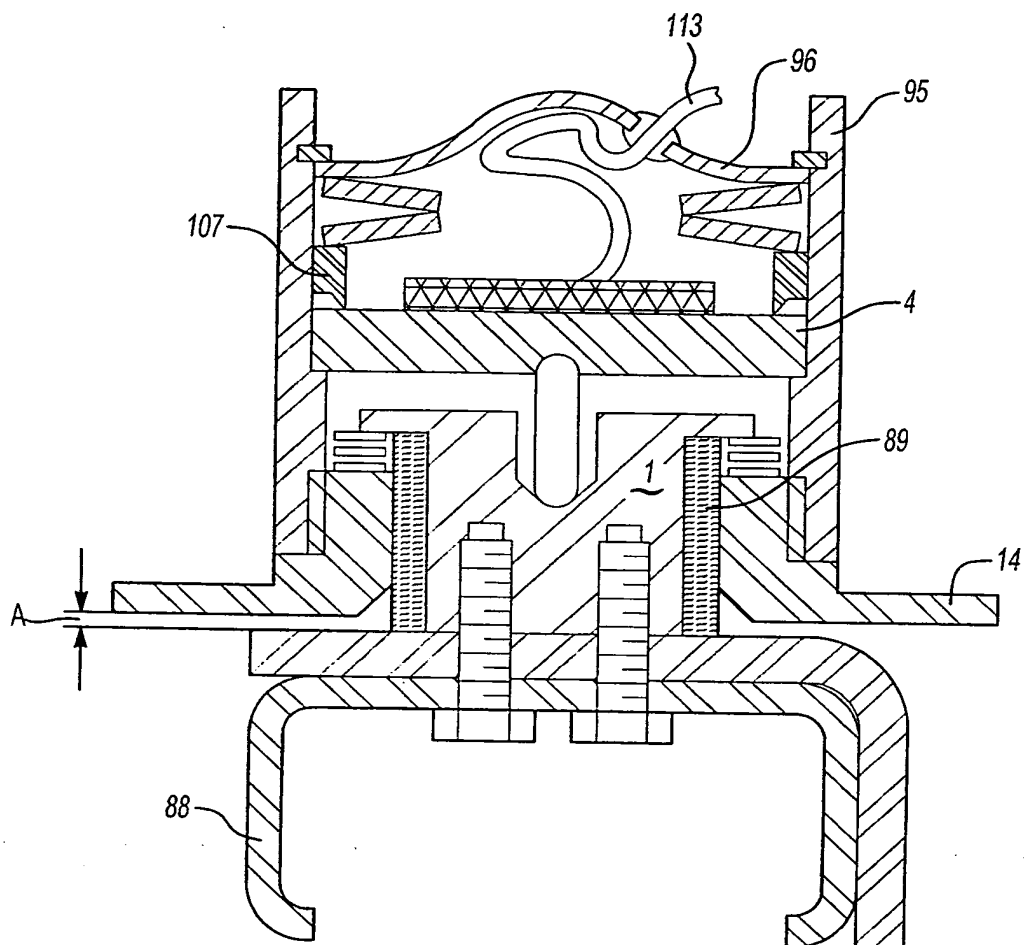
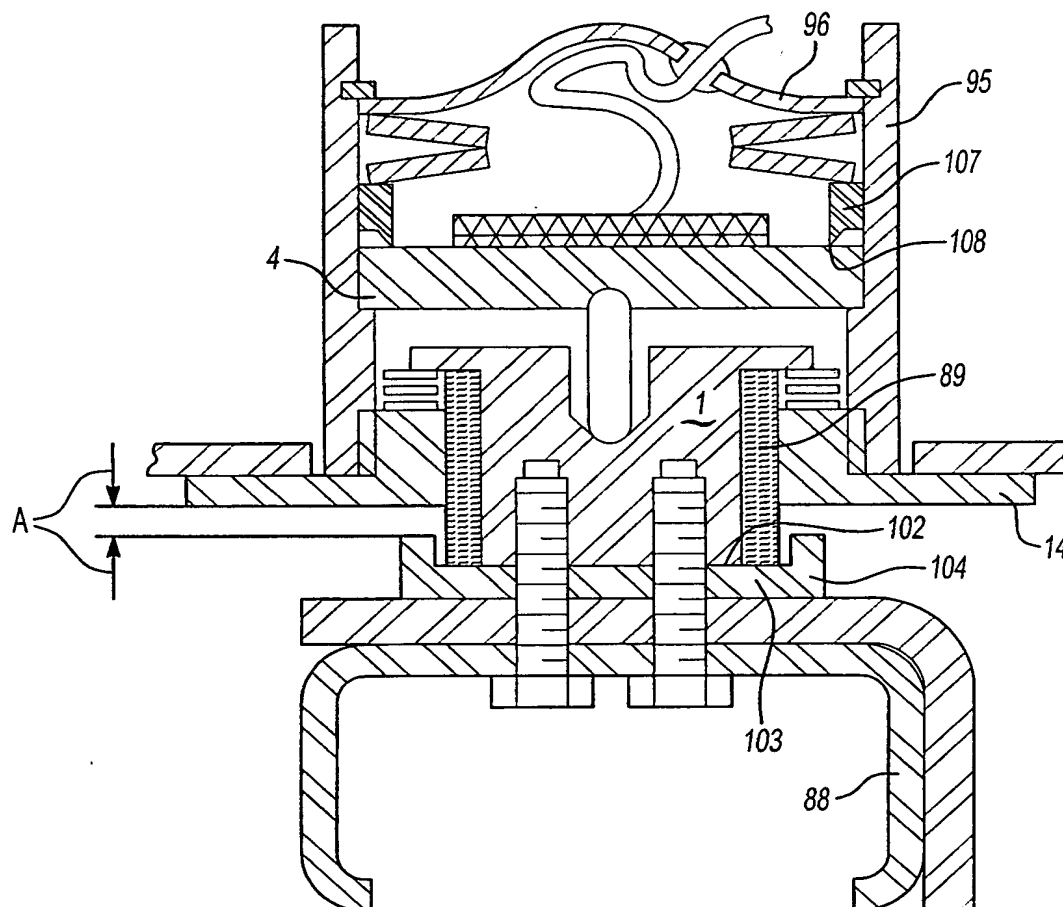


Fig-19

13/17

Fig-20

14/17

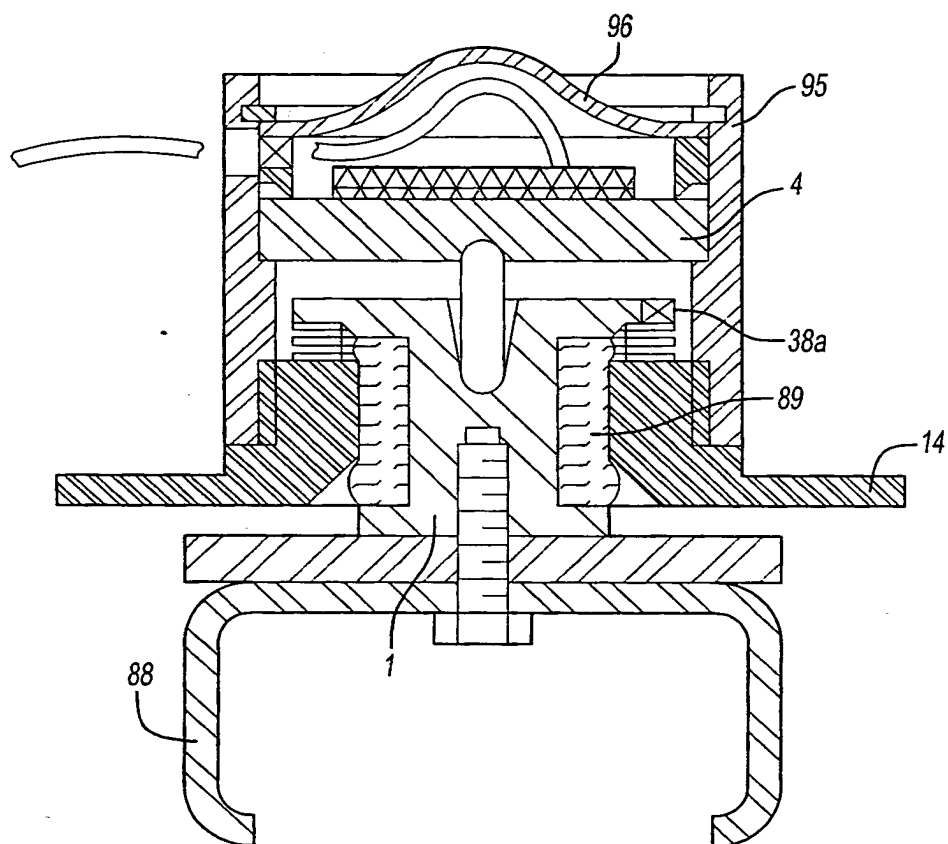
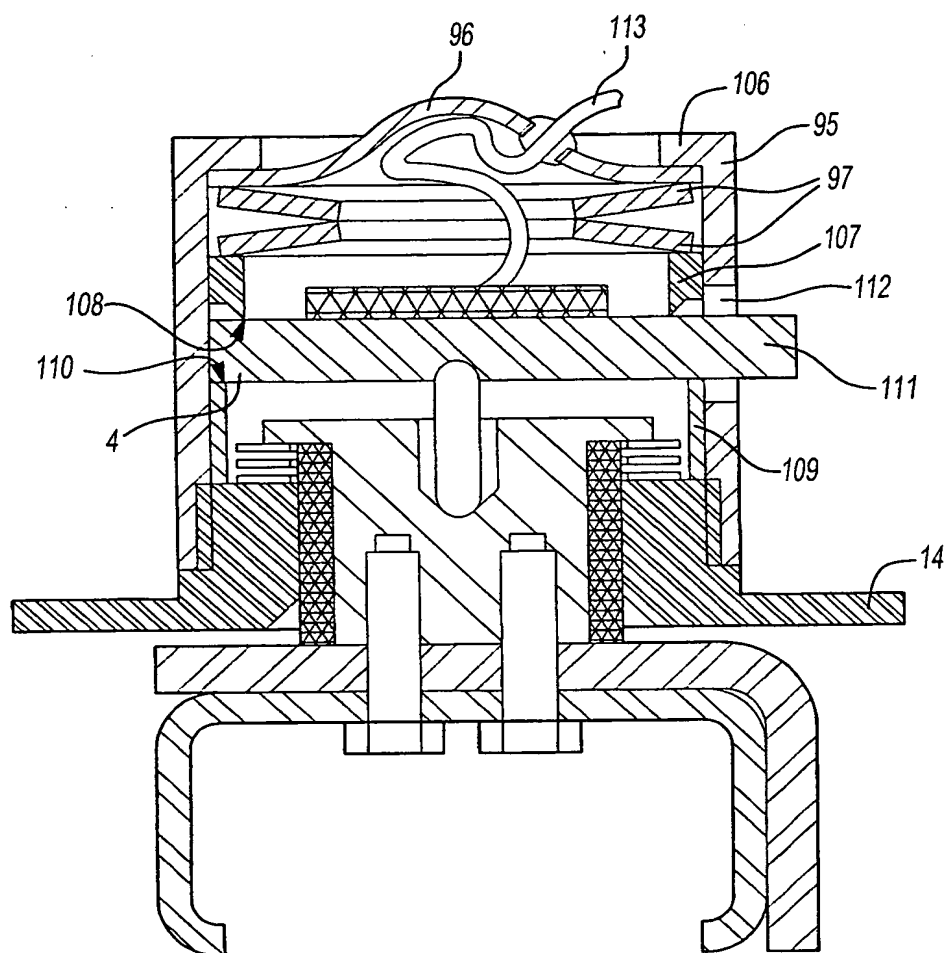


Fig-21

15/17

Fig-22

16/17

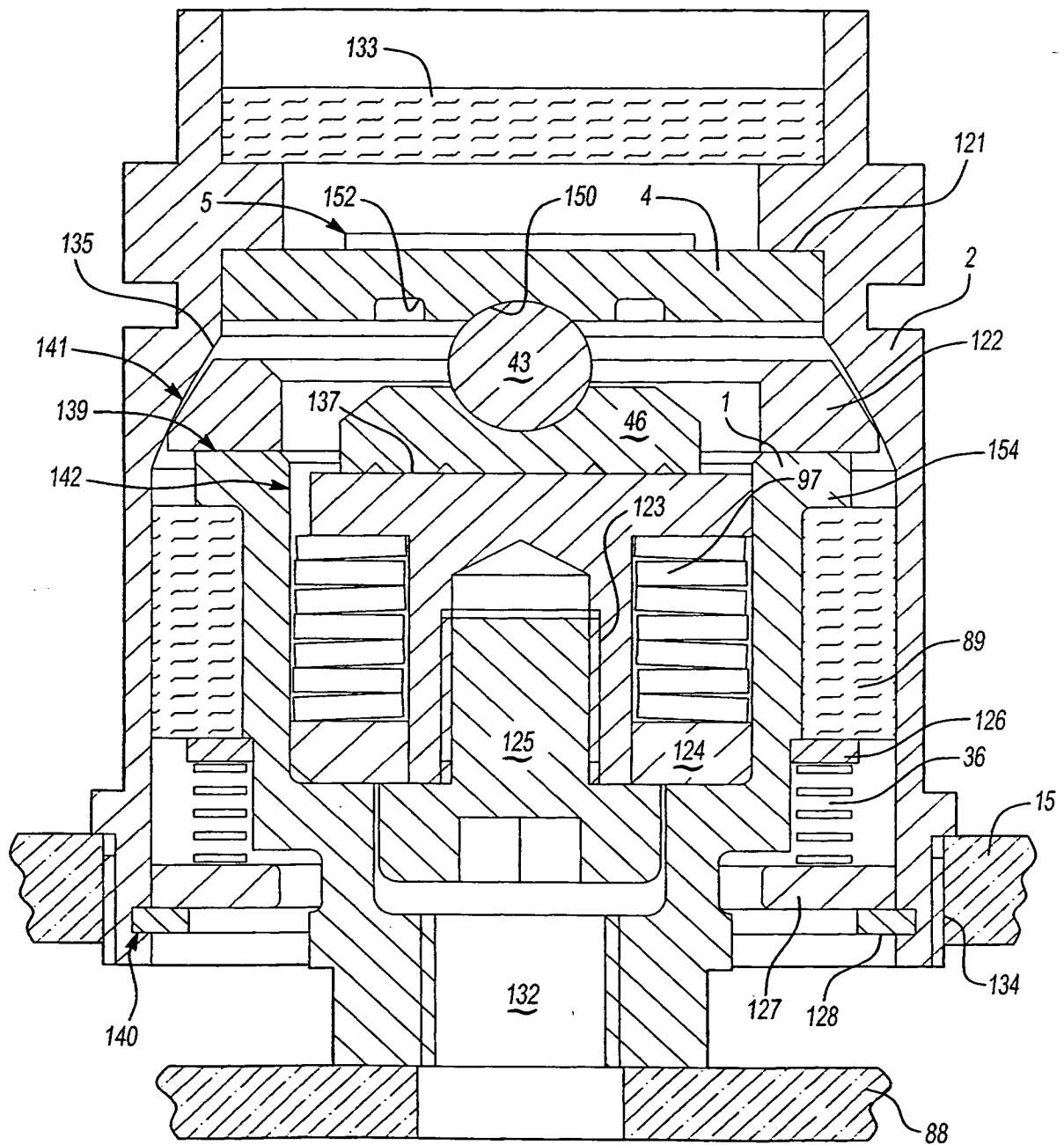
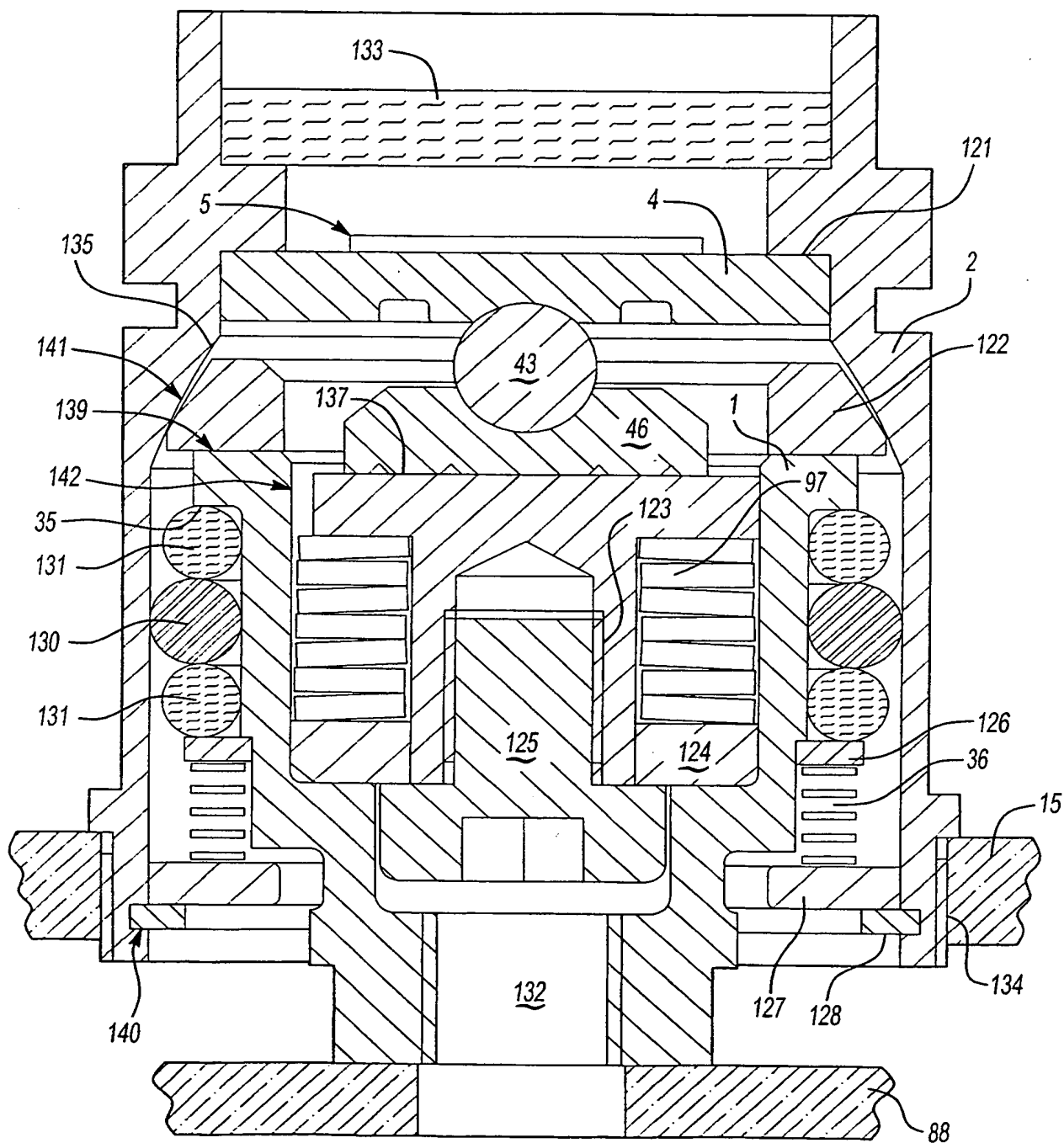


Fig-23

17/17

**Fig-24**

INTERNATIONAL SEARCH REPORT

Int: onal Application No

PCT/CA 03/00242

A. CLASSIFICATION OF SUBJECT MATTER

IPC 7 G01L1/26 G01G19/40 B60R21/00 B60N2/00

According to International Patent Classification (IPC) or to both national classification and IPC

B. FIELDS SEARCHED

Minimum documentation searched (classification system followed by classification symbols)

IPC 7 G01L G01G B60R B60N

Documentation searched other than minimum documentation to the extent that such documents are included in the fields searched

Electronic data base consulted during the international search (name of data base and, where practical, search terms used)

EPO-Internal

C. DOCUMENTS CONSIDERED TO BE RELEVANT

Category *	Citation of document, with indication, where appropriate, of the relevant passages	Relevant to claim No.
X	US 5 971 432 A (BREED AUTOMOTIVE) 26 October 1999 (1999-10-26) column 6, line 13 - line 42	1, 19
A	column 8, line 8 - line 21; figures 10, 16	23
A	US 6 089 106 A (BREED AUTOMOTIVE) 18 July 2000 (2000-07-18) column 2, line 34 - line 45; figure 8	18
X	US 4 061 035 A (KISTLER INSTRUMENTE) 6 December 1977 (1977-12-06) column 2, line 53; figure 1	29
X	DE 27 35 016 A (SIEMENS) 8 February 1979 (1979-02-08) page 6, line 39; figure 5	33
	--- -/-	

☒ Further documents are listed in the continuation of box C.☒ Patent family members are listed in annex.

* Special categories of cited documents:

A document defining the general state of the art which is not considered to be of particular relevance

E earlier document but published on or after the international filing date

L document which may throw doubts on priority claim(s) or which is cited to establish the publication date of another citation or other special reason (as specified)

O document referring to an oral disclosure, use, exhibition or other means

P document published prior to the international filing date but later than the priority date claimed

T later document published after the international filing date or priority date and not in conflict with the application but cited to understand the principle or theory underlying the invention

X document of particular relevance; the claimed invention cannot be considered novel or cannot be considered to involve an inventive step when the document is taken alone

Y document of particular relevance; the claimed invention cannot be considered to involve an inventive step when the document is combined with one or more other such documents, such combination being obvious to a person skilled in the art.

Z document member of the same patent family

Date of the actual completion of the international search

2 April 2003

Date of mailing of the international search report

10/04/2003

Name and mailing address of the ISA

European Patent Office, P.B. 5818 Patentlaan 2
NL - 2280 HV Rijswijk
Tel (+31-70) 340-2040, Tx. 31 651 epo nl,
Fax (+31-70) 340-3016

Authorized officer:

Mielke, W

INTERNATIONAL SEARCH REPORT

International Application No

PCT/CA 03/00242

C.(Continuation) DOCUMENTS CONSIDERED TO BE RELEVANT

Category *	Citation of document, with indication, where appropriate, of the relevant passages	Relevant to claim No.
A	US 3 915 248 A (MR. O.PAELIAN) 28 October 1975 (1975-10-28) column 2, line 24 - line 29; figure 3 -----	

INTERNATIONAL SEARCH REPORT

Information on patent family members

International Application No

PCT/CA 03/00242

Patent document cited in search report		Publication date	Patent family member(s)	Publication date
US 5971432	A	26-10-1999	US 5810392 A	22-09-1998
			DE 69810445 D1	06-02-2003
			EP 0960039 A1	01-12-1999
			JP 2001512573 T	21-08-2001
			WO 9835861 A1	20-08-1998
			US 5865463 A	02-02-1999
US 6089106	A	18-07-2000	AU 4868899 A	27-03-2000
			AU 4979699 A	27-03-2000
			BR 9912148 A	14-08-2001
			CA 2339681 A1	16-03-2000
			EP 1110068 A1	27-06-2001
			EP 1110063 A1	27-06-2001
			JP 2002524727 T	06-08-2002
			JP 2002524729 T	06-08-2002
			WO 0014495 A1	16-03-2000
			WO 0014501 A1	16-03-2000
US 4061035	A	06-12-1977	CH 582353 A5	30-11-1976
			AT 348794 B	12-03-1979
			AT 764275 A	15-07-1978
			DE 2544505 A1	13-05-1976
			GB 1496610 A	30-12-1977
DE 2735016	A	08-02-1979	DE 2735016 A1	08-02-1979
US 3915248	A	28-10-1975	NONE	